

WHAT IS CLAIMED IS:

1. A track assembly for a motor vehicle seat, the track assembly comprising a male track and a female track extending between a rear end and a front end along a longitudinal axis and sliding relative to each other along the longitudinal axis, over a rectilinear path in a slide plane, the male track and the female track each being generally U-shaped as a channel-section, this channel section being formed of:
 - two vertical flanges; and
 - a web interconnecting the two vertical flanges, the male track and the female track thus defining an internal space extending longitudinally between the flanges of the male track and the two webs;
- wherein the cross-section of the internal space, perpendicular to the longitudinal axis, varies along said longitudinal axis.
2. A track assembly according to claim 1, in which one of the tracks, namely either the male track or the female track, is adapted to be fixed to a vehicle seat and the web of said track extends away from the slide plane so as to increase the cross-section of the internal space going towards the front end.
3. A track assembly according to claim 2, in which the web of the track that is adapted to be fixed to a vehicle seat extends progressively away from the slide plane, starting from a central zone substantially half-way between the front end and the rear end, going towards the front end, in order to increase the cross-section of the internal space going towards the front end.
4. A track assembly according to claim 3, in which an anchor plate for fixing a vehicle seat to the track that is adapted to be fixed to a vehicle seat extends substantially from the web of said track away from the

slide plane, said anchor plate having a stressed zone that is stressed by a forming operation, and that is situated substantially in the central zone.

5 5. A track assembly according to claim 2, in which the
web of the track adapted to be fixed to a vehicle seat
extends away from the slide plane so as to increase the
cross-section of the internal space going towards the
front end and going towards the rear end, while the
10 cross-section of the internal space is at a minimum in a
central zone situated substantially half-way between the
front end and the rear end.

15 6. A track assembly according to claim 1, in which one of
the tracks, namely either the male track or the female
track is adapted to be fixed to a vehicle seat, and, in a
central zone situated substantially half-way between the
front end and the rear end, the web of said track extends
away from the slide plane so as to increase the cross-
20 section of the internal space in said central zone, the
web of the male track being closer to the slide plane in
the vicinities of the front and rear ends.

25 7. A track assembly according to claim 1, in which one of
the tracks, namely either the male track or the female
track is adapted to be fixed to a vehicle floor, and the
web of said track extends away from the slide plane so as
to increase the cross-section of the internal space going
towards at least one of the ends, namely the front end
30 and/or the rear end.

35 8. A track assembly according to claim 1, in which one of
the tracks, namely either the male track or the female
track is adapted to be fixed to the vehicle floor and the
web of said track extends away from the slide plane so as
to increase the cross-section of the internal space in a

central zone situated substantially half-way between the front end and the rear end.

5 9. A track assembly according to claim 2, in which the male track is adapted to be fixed to the seat, and the female track is adapted to be fixed to the floor of a vehicle.

10 10. A motor vehicle seat to which a track assembly according to claim 1 is fixed via the male track or via the female track.